

Rush Work On City Link To Alaska

The pilot road, linking Minneapolis to Alaska has been pushed through and traffic will be moving along it soon, Secretary of War Stimson indicated today in Washington.

His statement came in opposition to construction of a second highway between Seattle and Alaska, as proposed in a bill introduced in congress.

His objection to the bill was based on the fact it gave "the impression that a primitive road is being built, mainly for supply of airports in Canada," he said.

He said that wasn't true; that the pilot road, being pushed to completion, was to be followed by a "graded and graveled highway 24 feet wide, with six-foot shoulders, easy curves and maximum grades of 7 per cent" and it can be used to "serve many other purposes than that of supply of airports in Canada."

The indication that the pilot road had been cut through, came in an added statement in which he said that the plan had been to put contractors to work on the permanent highway as soon as the pilot road had been finished.

"These contractor operations already have begun," he said.

One of the contractors on the road from Edmonton to Fairbanks is the Okes construction Co., of St. Paul.

One of the most difficult engineering feats of its kind, the new highway winds through swamps and muskeg much of the way.

Stimson said the army much preferred this route to the one projected from Seattle, and said the \$50,000,000 project proposed in the congressional bill wasn't necessary at this time.

So, from what Stimson told congress, Mr. John Minneapolis could squeeze into his jalopy, head north over the state's paved highways to the border, swing up to Edmonton, and roll and bump his way over the pilot road up to where the Eskimos live—if it wern't for tires and gas rationing. And if the army didn't need it right now for its own business.

Restoration of the capital stock tax and declared value excess profits levy, which the senate had voted to eliminate.

Horn's Conservation Group Asks Halt in Opening Wilderness

The emergency conservation committee, through its president, Charles L. Horn, today called on sportsmen and conservationists to demand that a halt be called on opening up wilderness areas in the Superior national forest region.

Mr. Horn cited recent action of the state conservation commission in opening up an area in that forest for duck hunters, a region he said was unsuited for shooting of ducks.

"There will be nothing to hinder the poacher from having the fun of this area until December, and already stories are emanating that too many deer are being killed illegally," Mr. Horn said. "Anyone familiar with the character of the lakes in the wilderness area knows full well they are not inviting to migratory waterfowl."



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AH0032-002

Overland Mail Service Is Extended to Fairbanks, Alaska



Saturday saw another step forward in the mail service for remote sections of Alaska and the Yukon, bringing them many days closer to the outside world. Leaving here by N.A.R. train were thousands of letters, parcels and messages, going to the north by the first overland mail route to Alaska via the Alaska highway. Last September the service was started to Whitehorse, Yukon Territory. It now has been extended to Fairbanks, Alaska. Inaugurated by Canadian and U.S. Army postal officials, the service will slash more than a week off the time previously required for north country mail deliveries. Key figures in the inauguration of the new service are shown standing beside tons of mail destined to move north. Left to right are T. J. Reilly, district director, Canadian Postal Service, Edmonton; Alderman Bissett, acting mayor of Edmonton; Maj. H. C. Walters, AGD, postal officer, Northwest Service Command, U.S. Army; and A. R. McKenzie, Edmonton postmaster.—Photograph by courtesy U.S. Army.



IF TURKEY joins the United Nations, either as a full ally or an "all-out neutral," she will be able to offer much that may speed the winning of the war.

The Turks were badly stung in the First Great War, which broke up their Ottoman empire. In this war, reliable reports indicate, they hope to correct that error by coming in with the Allies and getting a seat on the winning side of the peace table.

How far the rejuvenated "sick man of Europe" is prepared to go for that choice position is not yet known. She might at least cede bases to the Allies.

TURKEY'S geographical position, in relation to the Balkans and the Russian front, is strategic. She has air bases at Istanbul and on the western

islands could also operate best from bases along the Turkish shores.

Turkey offers the most promising invasion route to the Balkans, since its borders touch both Bulgaria and Greece. Its 150-mile wide peninsula in Europe has been a successful invasion corridor before. From the 14th to 16th centuries the Ottomans poured through this area to conquer the Balkans and even to besiege Vienna.

Turkey could give the Allies a new supply route to Russia, by rail from her Mediterranean ports up to the Black Sea, then by water to Novorossisk and—when the Reds recapture the ports—Sevastopol and Odessa.

HAT • *By* Kenneth Ruble

will be served self-raising flour and yeast for supper. Stretchers supplied for short guys....

"IF THE candle goes out, take a feather from the pillow. That's light enough for any room. Make your will before you retire. Dog team hearses for hire. Every known fluid—water excepted—for sale at the bar. There's a spring in the bed.

"Boarders in good standing must avoid work of all kinds. Laborers will be charged time and one-half for overtime sleeping. Guests are requested not to flirt with the dumb waiter...."

"DOGS ARE not allowed in the bunks. You'll do plenty of howling yourself. Spiked boots must be removed when retiring. Hang your socks outside the window. Candles and hot water are extra. Ice picks for wash basin, free."

The envelopes announce "Ice worms and flapjacks served every noon at the sourdough roadhouse," and the upper left-hand corner says: "If delivered, do NOT return in five days to"

ALL THAT stuff about Alaskan ice reminds me, for no reason at all, about the firebug who was visited by another incendiary, and took him out to the flame-scarred ruins of a big building. Pointing, he bragged: "She's one of my old flames."

Yarn in the *Minnesota Daily* says 16 co-eds have organized a "Faithful to Our MAN" club. Either they mean "MEN"—or whatta MAN!

A MINNEAPOLIS fellow who has been working on the new Alaska highway brought back some stationery from the hotel he's been staying at up thar in the north country (the town's a military secret) and it's really sumpin'. The house rules are worth a column all by themselves, but first, here's what is at the top of the letterheads: "The Sourdough Roadhouse, Harry the Whale, prop.; Nellie the Pig, entertainer; Skookum Jim, bouncer. Corner Squaw St. and Icicle Av. Coolest igloo north of 53. Dogs bought and sold. Rates—One (new deal) ounce of gold dust per day. Special rates for gamblers, bootleggers and cheechakos. Private entrance for ladies by ladder at the rear. Ladies must be identified before climbing up. Headquarters for reindeer herders. Insect powder for sale. Our motto: Do others before they do you."

Also listed on the letterheads are these house rules: "Don't worry about paying your bill, the house is supported by its foundations. Guests wishing to get up without being called

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Prepared and Inserted by Burnquist for Attorney General Volunteer Committee. E. M. Heinzen Chairman, Ivanhoe, Minnesota, for J. A. A. Burnquist, 1776 Fremont Ave. South, Minneapolis, Minnesota, for which the regular rate has been paid.

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Radio Guide

The following schedules are provided by the stations and
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THURSDAY AFTERNOON

P. M.	WTCN 1280 Kilocycles	WCCO 830 Kilocycles	KSTP 1500 Kilocycles	WMIN 1400 Kilocycles	WLOL 1330 Kilocycles	WDGY 1130 Kilocycles	WLB-WCAL 770 Kilocycles
2:00	Column of Air	Girl Scout Week	Backstage Wife	New Mat Mel	News Eckard	Coffee Cl. Tunes	Norweg. Dances
2:15	Club Matinee	Victory Front	Stella Dallas	May Melod	Rhapsody	Coffee Cl. Tunes	News Backard
2:30	Club Matinee	Lone Journey	Lorenzo Jones	Kaifee Klatch	Talk of Town	Mattv Maineck	Afternoon
2:45	Club Matinee	Rt. to Happiness	Widow Brown	Your Navy	Talk of Town	Mattv Maineck	Concert
4:00	Market Basket	Sweet River	Girl Marries	Memory Tunes	Sheelah Carter	AP News	America Destiny
4:15	Market Basket	Musicale	Portia Page	Memory Tunes	Autumn Ncturne	Ozzie Nelson	Battle Stations
4:30	Singing Strinks	Nothing But Tr.	Just Plain Bill	Hollywood	Tea Time	Ozzie Nelson	School of the Air
4:45	To Be Announced	Ben Bernie	Front P. Farrel	Hollywood	St. T. Homecmg	Navy Recruiting	Chemistry
		Wala. Bears	Bill Folger	Sons of Pioneers	P. Keyne-Gordon	Between the Lines	

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AH0032-006

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See your circumstances in past time!

There is nothing but oppression and squeeze of the White Race!

Follow us!

and happiness and wealth will be given.

NAVY of Nippon.

San Francisco, Oct. 21.—(AP—Wirephoto)—This is a copy of a Japanese handbill found in Tulagi island in the Solomons after the U. S. marines took over. It was brought back to this country by Melvin

Steves, chief pharmacist's mate of Miami, Fla., veteran of 14 years in the navy, who was in the Solomons. He said the bills were evidently passed out when the Japs took control of the islands early in the war.

Smuts Says Axis Now Ripe for Kill

(Continued from Page 1)

forces and resources on which we rely for Allied victory”.

MAY BATTLE INTO 1944

“Once the time has come to take the offensive and to strike while the iron is hot,” he said, “it would be folly to delay, to over prepare and, perhaps, miss our opportunity. Nor are we likely to do so.”

The premier said the war “may continue till 1944”.

“For Japan, just as surely as for Hitler’s Germany, the handwriting is on the wall,” Smuts said. “All that will remain of the spectacular Japanese success will be ‘Japan for the Japanese’.”

He described Pearl Harbor as “at once a challenge to America, to western civilization and to the principles of good faith on which it is basically founded”.

David Lloyd George, Britain’s

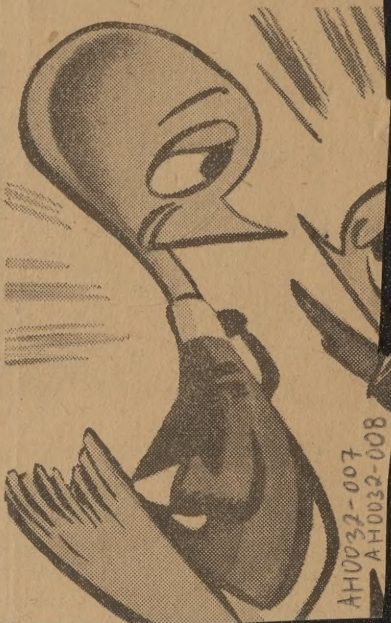
war-time prime minister, presided over the gathering.

The South African leader, in his comments on Russia, said:

“The magnitude and duration of Russian resistance surprised not only Hitler but probably everybody else.

“Probably no such losses on both sides ever have been suffered in the history of war. If the Russian losses must be terrible it is equally true that the German army is bleeding to death in Russia.

“In spite of their losses in men and material and territory, the Russians show not the least sign of giving in and the bitter defense will go on to the bitter end. This impression is confirmed by all



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What Did You Do Today?

Editor's Note: This poem was written on a battlefield in Africa by Lt. Dean Shatlain, a tank commander, who believed he was dying after he had been wounded in action and had amputated his own foot with his jack-knife. He was rescued by Americans after about two hours of hiding and is now in a hospital in England.

What did you do today, my friend,
From morn until the dark?
How many times did you complain
The rationing is too tight?
When are you going to start to do
All of the things you say?
A soldier would like to know, my friend,
What did you do today?

We met the enemy today
And took the town by storm.
Happy reading it will make
For you tomorrow morn.
You'll read with satisfaction
The brief communique.
We fought, but are you fighting?
What did you do today?

My gunner died in my arms today,
I feel his warm blood yet;
Your neighbor's dying boy gave out
A scream I can't forget.
On my right a tank was hit;
A flash and then a fire;
The stench of burning flesh
Still rises from the pyre.

What did you do today, my friend,
To help us with the task?
Did you work harder and longer for less,
Or is that too much to ask?
What right have I to ask you this,
You probably will say;
Maybe now you'll understand,
You see, I died today.

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APR 27-611
APR 27-012

Trucks Open Alaska Road In November

Truck-transported freight will be moving from the base terminus in Minneapolis to Alaska late in November, it was disclosed today following the announcement that test runs over the new Alaska highway are now being made from Dawson Creek, B. C., to the Alaskan terminus at Fairbanks.

For the last two weeks pilot trucks have been running over the road, said Colonel John W. Wheeler, formerly an executive assistant of the Burlington railroad, now officer in charge of the highway.

These trucks have been traversing 1,030 miles of the road, testing it between Dawson and Whitehorse, to determine the condition of the road and most advisable methods of operation.

The only section of the road uncompleted is a rough, 40-mile section between Whitehorse and Fairbanks and near the Alaskan-Yukon territory boundary.

from one place to another. That's

AH0032-013

AH0032-014

Old Man Helps

-- With Abuse

--By Herb Graffis

"See what an awful tax bill 'That Man' is working up for us? See that he's going to ration our gas? He is a dictator, that's what he is!" the dear old man exploded

"Well, and so what?" said the dear old man's pal. "If he didn't, somebody else would and we would get licked. His only mistake was not getting tougher quicker and kicking the false-alarms out."

"Why you talk like you are for 'That Man,'" exclaimed the dear old fellow.

"Who else should I be for?" the old pal asked.

"Who else?" The dear old man sputtered and tried to think of somebody else. "My gracious, what a terrible thought; it's him or else . . . I have never thought of it that way before."

●
The dear sweet old man's

Crews of 12 Minnesota Contractors Work Out of Fort St. John

By GEORGE L. PETERSON

Fort St. John, B. C.

THE LONGEST BUILDING in the Okes Construction Company camp is devoted to offices of the 14 associated contractors who are doing the work on the St. John-Fort Nelson section of the Alaska highway. All but two are Minnesota companies and among their men almost every community in the state is represented.

Starting at the east end of the office building, which was constructed by putting together dozens of prefabricated sections of barracks walls, this is the lineup:

THOMAS BROS., FOLEY, MINN.

—Their men come mostly from Foley and St. Cloud. Camp is a couple of hundred miles up the road, through rock and a bit of muskeg.

Grading and graveling contract.

BROWN & LEGUIL, MANKATO, MINN.—Grading and graveling contractors with men from southern Minnesota.

ART BOLIER, ROBBINSDALE, MINN.—Grading and graveling. The men are mourning the loss of a pet baby moose at camp up the line. A bear took the moose, despite protests of the cook.

Paymaster for Bolier is Frank E. Peterson, who spent 14 years in the Hennepin county sheriff's office.

REESE-OLSON—Herbert Reese is from Greenbush and G. A. Olson from Marshall, Minn. They brought their men from both places to grade and gravel a 26-mile section, which is about the length that most of the firms are handling. A crew was kept busy on road maintenance all winter.

COGHLAN CONSTRUCTION COMPANY, ROLLA, N. D.—This outfit is grading and graveling 24 miles, with the help of many Dakotans, crossing rock, muskeg and a few swift streams. The firm had a contract for clearing camp sites and didn't miss a day of work all winter.

M. G. ASTLEFORD COMPANY, MINNEAPOLIS—



FILL ACROSS SILT FLATS IN GLACIAL VALLEY SHORTENS ALASKA HIGHWAY

These men, mostly from around Buffalo, are grading a stretch starting 132 miles north of here.

ADOLPHSON, HUSETH, LAYSER & WELCH, MINNEAPOLIS—The men for this company come from all over the state—Thief River Falls, Fergus Falls, Alexandria and the Twin Cities. Adolphson and Huseth formerly operated from Thief River Falls.

SOUTHERN MINNESOTA CONSTRUCTION COMPANY—This firm was formed by three contractors: Freeman Brothers, Spring Valley; B. F. Erwin & Son, Caledonia; Frank C. Nelson, Geneva. They are grad-

ing and graveling 30 miles with a crew from southeastern Minnesota.

PEDERSON BROS., MONTEVIDEO, MINN.—They are bridge contractors, who built the Sikanni river crossing, the first permanent bridge to be completed on the highway. They are building another big span over the Muskwa river and have contracts for eight smaller bridges. The crew is largely from around Montevideo.

ROVERUD BROTHERS, SPRING GROVE, MINN.—Rock crushing and road maintenance. The men at

their two camps come largely from southeastern Minnesota.

MIKE WELCH, ANNANDALE, MINN.—Welch also is a member of the firm which is referred to, with a strong Scandinavian accent, as Adolphson, Huseth, Laysen & Welch. His separate company is graveling a section of the road and also quarrying and crushing rock for other truckers.

J. Norman Peterson, former Minnesota state liquor commissioner, is office manager, tanned and happy after a few months in the wilds. The Hook-Em-Gows of South St. Paul are represented by Harry Kohler.

DUNNIGAN CONSTRUCTION COMPANY, ST. PAUL—This outfit formerly built barracks and now is putting in three bridges above Fort Nelson, outside the section that Okes manages. I had an appointment to meet young Ed Dunnigan, the boss, here, but he was delayed in St. Paul and I am sleeping in his bunk, sharing a tiny room in the contractors' barracks with Andy Krath, Ed's office manager.

VOLCK CONSTRUCTION COMPANY, RICE LAKE, WIS.—These graveling and crushing people have a force from Rice Lake, Chippewa Falls, Eau Claire and other Wisconsin towns.

* * *

Well, that's the list. They all work hard and though a lot of the workers go home after a month or two, I have found a minimum of griping outside some manifestations of loneliness. The men are friendly and cheerful. They are frank to say that the high pay brought them here, but they are good Americans who are pushing the job through despite difficulties of supply and terrain.

They deserve a lot of credit for what they have done, but they are free in their praise of the pioneer work of the army, the bulldozer maneuvers through heavy forest and over high hills, the wading into freezing water to start bridges, the courageous tackling of jobs by many soldiers who never had seen construction work before.

YET THERE IS CREDIT ENOUGH FOR ALL, AND MINNESOTA AND OTHER NORTHWEST MEN HAVE PLAYED A BIG PART.

THE QUESTION BOX

Thighs Bulge? Try These Leg Exercises



By JOSEPHINE LOWMAN

"Will you please help me? I have two bulges on the upper part of each thigh. They look terrible with anything I put on. I heard from a girl friend that you can help me. She took your advice and now looks like a new woman."

ANSWER: Do these two exercises. Lie on your left side. Be sure your body is in a straight line. Raise the right leg up toward the ceiling as far as you can. Lower to the floor. Continue raising and lowering. Turn on the right side and raise the left leg. Next, lie on your left

am 51 years old and about 35 pounds overweight. My doctor tells me I must lose this excess weight as quickly as possible. He said to eat mostly proteins. Can you give me a diet that I can use?"

ANSWER: I suppose your doctor meant you must cut carbohydrates and fats low—almost out. That means not more than one pat of butter a day, not more than two slices of bread, one baked potato (no extra butter). You can eat a daily helping of lean meat or fowl or fish. Leave off gravy and fat meat. **YOU SHOULD**

ANSWER: The description sounds as though you have enlarged pores. This would naturally be more evident when the skin is lax than when it is tight. Stimulation is the answer. Get daily exercise outdoors and use a complexion brush (with soap and water) several times a day. Employ a rotary motion to whip up circulation.

4 "My head is quite large and round. I enjoy wearing turbans but don't seem to look right."

YANKS, WITH BACKS TO SEA, WIN VIC 3 Tanks, Few Field Guns Round

By DON WHITEHEAD
Representing the Combined American Press

WITH AMERICAN TROOPS IN SICILY—(Delayed)—(P)—Battling more than 100 tanks with everything but their bare hands, attacking even while being attacked, weary American troops fought for 10 hours Sunday to beat off an enemy drive which threatened to collapse the entire central sector of the American invasion front.

On three sides they fought desperately with their backs to the sea. Tanks literally ran over and around them, smashing their way to within 1,000 yards of the beachhead at Gela.

But still the Yanks fought on—and whipped the enemy.

With three tanks and a few field guns, they whipped the Italians and the Hermann Goering panzer division to a standstill.

Today (Monday) this veteran American infantry division, toughened by the Tunisian campaign, had the situation in hand.

At one crucial period late Sunday morning, artillerymen were shooting at point blank range over open sights to break up the enemy tank attack.

* * *

Anti-aircraft guns were dug into position as the troops were digging in on the beach.

A colonel was manning an anti-tank gun and staff officers were on the beach to see ammunition and guns kept coming ashore.

More than 30 enemy tanks were knocked out in the day's fighting.

The enemy attacked simultaneously from the east, the north and the west.

The first and second battalions of one of our regiments had driven on the first day and night of the invasion to a point on a ridge five miles south of Niscemi.

The second battalion was in front and caught the main force of the enemy attack, spearheaded by 40 tanks.

The attack began at 8 a.m. At

that time we tanks ashore had a broken 42 field guns.

At dawn Sun guns were only into the bridge deep and 12,000

The second b 3,000 yards in ing from the performed with talion in a com the tanks cam

Yanks 'Get' L That Threat to Betray Co

By H. R. KNICKERBOCKER
Representing the Combined American Press

WITH AMERICAN TROOPS IN SICILY—(P)—We landed without cheers, but with face grimmer than ever, shortly after dawn troops. By nightfall American boys from the union had driven the Italian and German beyond adequate bridgeheads.

It was a unique experience to steam silently into this southern Italian port and ridge after a day's storm which had seemed to menace with destruction.